

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0384 **Your Ref:** SEH/P/2018/0384
Date: 6th September 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 326 516 Plas Coch Retail Park, Plas Coch, Wrexham.

Development: Erection of Drive-Thru Coffee Shop (with associated external seating, retail sales and takeaway) together with parking, landscaping and engineering works and alterations to car park.

I refer to the email dated 05/09/2018 from TTHC including revised Transport Statement in respect of the above.

Traffic Generation

An ARCADY analysis of the Plas Coch Retail Park Roundabout in respect of weekday (AM and PM) & Saturday peak hours has been carried out using TEMPRO growth factors to represent a future base year of 2023 with and without development including the potential traffic movements from the proposed 24 bed lodge / hotel at the Plas Coch PH Site.as follows:-

Retail Park Roundabout - ARCADY Results (Weekday AM)				
	Sensitivity Base		Sensitivity Base + Development Scenario	
	RFC	Max queue	RFC	Max queue
B5101 North	0.296	1	0.302	1
University	0.034	0	0.048	2
B5101 South	0.525	2	0.539	2
Retail Park	0.199	1	0.210	1

Retail Park Roundabout - ARCADY Results (Weekday PM)				
	Sensitivity Base		Sensitivity Base + Development Scenario	
	RFC	Max queue	RFC	Max queue
B5101 North	0.562	2	0.574	2
University	0.515	1	0.550	2
B5101 South	0.633	2	0.647	2
Retail Park	0.461	1	0.474	1

Retail Park Roundabout - ARCADY Sensitivity Saturday Results				
	Sensitivity Base		Sensitivity Base + Development Scenario	
	RFC	Max queue	RFC	Max queue
B5101 North	0.593	2	0.617	2
University	0.205	1	0.243	1
B5101 South	0.896	8	0.925	11
Retail Park	0.571	2	0.594	2

The above analysis indicates that the roundabout exceeds the accepted maximum standard RFC of 0.85 on the B5101 South arm. However, the expected traffic impact of the proposed development is expected to be much lower in reality as the TRICs data used relates to McDonald's, KFC and Burger King sites which are likely to be significantly more intensive than a drive-through coffee shop.

I would therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.
- NONSTD**
092R **USE AS DRIVE-THRU COFFEE SHOP ONLY**
The premises shall not be used for any purpose within Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any statutory instrument revoking and re-enacting that Order with or without amendment), other than as a drive-thru coffee shop.
- NONSTD**
026R **SERVICE DELIVERY MANAGEMENT PLAN**
No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles and staff / visitors has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

peter Douthwaite

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Planning Control Manager